

A LESSON FROM COMMERCIAL SHIPS: BEWARE OF TRANSITIONS

SOUNDINGS®

REAL BOATS, REAL BOATERS

11 NEW TRAWLERS

FOR EVERY TYPE OF VOYAGE



GRAND BANKS 60 SKYLOUNGE

MAYFLOWER II

A COMPLETE RESTORATION
FOR THE HISTORIC REPLICA

DUNKIRK LITTLE SHIPS

AND THEIR DEVOTED STEWARDS

September 2018

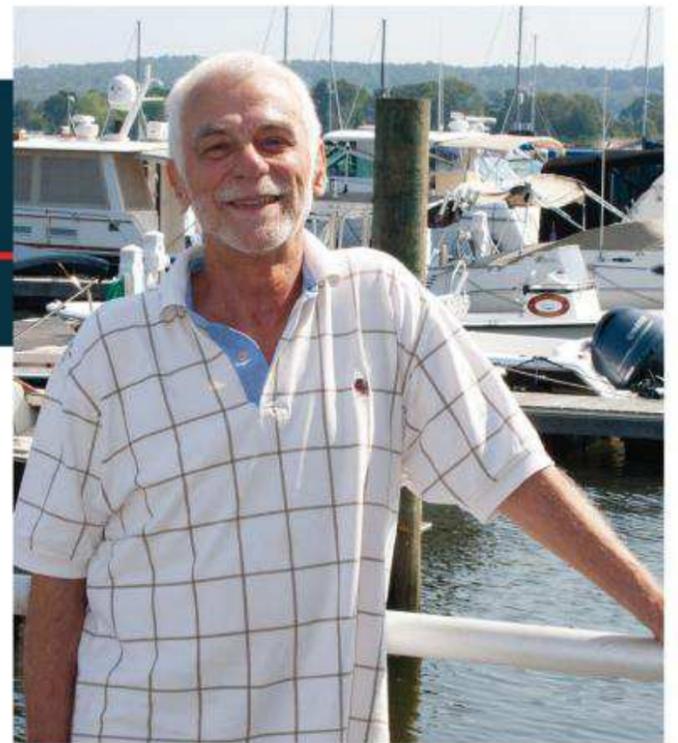


soundingsonline.com

DISPLAY UNTIL SEPTEMBER 11, 2018

DESIGN

By DENNIS CAPRIO



Hylas M58: Clean Lines And Clear Goals



standing, I prefer the sedan version's looks.

Having 58 by 18 feet of hull in which to execute aesthetic magic relieves some of the stress of getting the design just right. Stretched along that much length, the freeboard you need to get standing headroom belowdecks doesn't overwhelm the profile. Add a few more inches to the freeboard, and you may also hide the trunk cabin behind bulwarks, letting its sweetly formed crown and gradual descent to the foredeck accentuate the reverse sheer line.

Although a yacht's appearance often sells it to the public, the ensuing romance falters quickly if the performance can't keep the flame burning. As always, Zurn Yacht

Design began below the waterline. Her fine entry warps to a 16.5-degree deadrise at the transom. Strakes along the bottom and substantial chine flats at the turn of the bilges enhance lift.

"It's more of a planing hull, rather than a semi-displacement hull," Zurn says. "We expect her to be a leader in fuel economy in the class."

The main deck's open arrangement plan has a U-shaped galley aft on the port side, a dinette immediately forward and the helm opposite. Raising the dinette and galley allowed adequate headroom in the belowdecks stateroom amidships. Folding glass doors all but disappear, which adds to the seamless flow from afterdeck to saloon. At the galley, the after window lowers into the counter, forming a three-stool cocktail bar for guests on the afterdeck.

Compromise governs the design of all products headed to production, and Hylas and Zurn seem to have chosen the right ones for the M58. hylasyachts.com ■

LOA: 64 feet, 7 inches (bow roller to swim platform) • **LOD:** 58 feet •
BEAM (max.): 18 feet, 9 inches • **DISPLACEMENT (half load):** 69,115 pounds • **FUEL:** 1,450 gal. •
WATER: 300 gal. • **POWER:** twin 725-hp Volvo Penta D11s paired to IPS950 drives • **SPEED:** 27 knots top,
23 knots cruise • **BASE PRICE (est.):** \$2 million • **ESTIMATED LAUNCH:** fall 2019

For the sailor who needs an incentive to embrace the slightly simpler world of powerboating, the Hylas M58 might do the trick. Designed by Doug Zurn and scheduled to launch in 2019, this yacht wears the friendly face of a traditional New England-style cruiser without fussiness or flourishes.

Although nothing about designing a yacht is simple, the best examples of this art cause observers to say, "Hell, I can do that." We often applaud overly complex styling treatments, which are meant to demonstrate a sense of something unique, but those elements can drown the overall design in a sea of conflict. Scalpel-shape windows in the superstructure clash with parallelogram portlights in the topsides; character lines used to mask the ungainly expanse of freeboard scar the profile, and both motifs disturb the design's sense of harmony.

You'll find nothing radical in the M58. The sheer line in a direct profile view rivals "Mona Lisa's smile" for subtlety. Instead

of wondering what Mona was thinking, we should wonder what mood Zurn was trying to set — understatement combined with strength of character is my guess.

Surprisingly small, but important elements of the M58 contribute to the success of the overall design. Most obvious are the identical rakes of the windshield, the edge of the visor just above it and the front fascia of the superstructure. The coaming around the flybridge slopes aft at the same angle as the sheer line, while the reverse sheer helps to mask the volume in the forward sections of the hull. Although we may never notice the quote in a three-dimensional view, it is important to the design's success. The coaming terminates in a short, sloping plunge to the hardtop, finding its equal angle in the forward edge of the opening between afterdeck and side deck.

Hylas also offers the M58 with a flybridge. It adds a significant amount of height to the superstructure, but not objectionably so. The many advantages of the flybridge notwith-



SPECIFICATIONS

LOA: 44 feet, 4 inches • **BEAM:** 13 feet, 6 inches • **DISPLACEMENT:** 20,944 pounds • **DRAFT:** 3 feet, 2 inches • **HULL TYPE:** semi-displacement • **POWER:** twin 370-hp Yanmar 8LV diesel inboards • **SPEED:** 30 knots top, 24 knots cruise • **TANKAGE:** 240 gallons fuel, 185 gallons water, 25 gallons waste • **PRICE:** \$785,000 • **CONTACT:** Hylas Yachts, Miami, Florida, (786) 497-1882. hylasyachts.com

Hylas M44

Hylas Yachts has launched the M44, the builder's first foray into the U.S. powerboat market, with construction by Salthouse Boatbuilders in New Zealand.

Hull number one has a two-stateroom layout and an enclosed head/shower. There's a cherry-trimmed master stateroom in the bow with a queen-size island berth. Four stainless-steel opening ports and an overhead hatch provide ventilation and light. The guest stateroom, which has three single berths, is abaft the master and adjacent to the head.

Farther aft and up a few steps is the saloon, which has the helm, a C-shaped dinette, a starboard settee and a C-shaped galley aft. Expanses of glass provide an eye-opening view, while white upholstery and wood trim create a soothing place to kick back and relax. The galley has a four-burner stove with oven, double sinks, a microwave, refrigeration and stowage. It's positioned to allow conversations between the chef and inside and outside guests.

On her exterior, the M44 has a pleasant mix of contemporary and Down East lines. Entertaining spaces include the cockpit with teak decking, which flows through the open transom to the swim platform. There's a settee to starboard and an L-shaped lounge to port, with a varnished teak table. A sliding glass door and flip-up glass window allow access to the saloon and galley.

Hylas chose a pair of 370-hp Yanmar 8LV diesel inboards mated to conventional shaft and propeller to power the M44. The builder publishes a top speed of 30 knots with a cruise in the 24-knot range. The hull is constructed of hand-laminated fiberglass with pre-sealed end grain balsa for coring. Vinylester resins are used for resistance to blistering. ■

